

REMARKS

Reconsideration and allowance of this application are respectfully requested in view of the above amendment and discussion below.

Applicants' invention concerns a vehicle air conditioning device providing improved control wherein at least one control element provides a prescribed value to a control unit. The state of air flow, which involves the strength of the fan and the distribution of air to the discharged nozzle as well the discharge direction, is controlled. Furthermore, the temperature distribution is also controlled.

Prior art devices involve control of a plurality of elements. While automatic operating states in prior art devices allow for manually selectable control elements, a problem arise because if an individual regulated one unit, such as the fan, the automatic mode for the fan is deactivated. The other components would retain their automatic settings so that only a small amount of air mass passes into the vehicle and, as a result, the required heating or cooling takes longer. This is important for other users who have different comfort desires. Thus for different conditions, in order to speed up heating or cooling, the other components have to be set differently so that they too are no longer automatically set. As a result, an operator may require a large number of control interventions in order to set the air condition device for these requirements.

The present invention simplifies the control of an air conditioning device by providing one or more control elements which provides a clear understanding of the

operation and ease of setting. As an example, a draught-sensitivity can be set by control elements so that, if the user specifies a strong draught-sensitivity, an automatic program is selected by the prescribed value which reduces the fan and increases the operation of the heating oil or cooling unit. The automatic program then prescribes an optimum setting for all the components. As a further example, in vehicles having adjustable nozzle, these nozzles are automatically adjusted by the selected program so that the draught felt by the occupant is as small as possible without too severely obstructing the removal of heat from the cabin. The fan strength is therefore retained and the air is guided passed the occupant by the change in direction of the air nozzles.

Independent claim 12 recites that there is at least one control element which supplies a prescribed value to an air conditioning control unit and a fan including outlet nozzles and actuators where a state of the air flow is determined by the air speed and the location of the air movement based on the output of the fan and the distribution of the air to the outlet nozzles and the outlet direction of the nozzle. Furthermore claim 12 recites a thermal state of the vehicle provided by the distribution of temperature and radiation effect in an interior of the vehicle and that the at least one control element prescribes a predetermined state of flow and a predetermined thermal state for an occupant of the vehicle.

Claims 12-22 have been rejected under 35 U.S.C. § 112, first paragraph, as containing subject matter not described in the specification in such a way to enable

one skilled in the art to which it pertains to make and use the invention. More particularly, according to the rejection, the "degree of turbulence" is not discussed in the specification.

In response to this rejection, Applicants have amended independent claim 12 to recite that the state of air flow from the fan outlet nozzles and the actuators are determined by air speed and the location of air movement based on the output of the fan with the state of the air flow being influenced by the direction of air to the nozzles and the outlet direction of the nozzle. This claim structure is fully supported by the original filed specification and provides the improvement over the prior art discussed above and in the specification.

The prior art cited in PTO-892 and the prior art considered in that in Applicants' PTO-1449 have not been cited against the claimed invention.

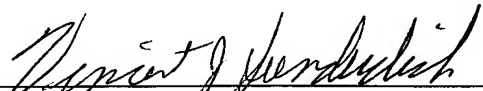
Therefore in view of the changes to the claim structure to obviate the rejection under 35 U.S.C. § 112, first paragraph, without adding any new matter and in view of the support in the specification for the claim structure as presently constituted, Applicants request that this application containing claims 12-22 be allowed and be passed to issue.

If there are any questions regarding this amendment or the application in general, a telephone call to the undersigned would be appreciated since this should expedite the prosecution of the application for all concerned.

Please charge any deficiency in fees or credit any overpayments to Deposit
Account No. 05-1323 (Docket #225/51026).

Respectfully submitted,

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